

PRESS RELEASE & SUMMARY OF

IF YOU BUILD IT, THEY WILL NOT COME – THE SEQUEL

Our competitive analyses of high-speed rail (HSR), Auto and Air travel on over three-fourths of all possible routes showed that ***less than one-in-five of the California High-Speed Rail Authority's (CHSRA) 2018 forecasted riders will choose HSR over traveling by Auto or Air*** since its Total Travel Times are longer. HSR Total Travel Costs are always more than driving.

Why so few riders? With one exception (Gilroy-to-Palmdale), the Authority should not claim any riders between California's largest two markets (Los Angeles-18 Million and the SF Bay Area-8Million). Air travel is faster. And with no form of CHSRA service, no riders should be forecasted between California's largest (LA) and third largest (San Diego County-3Million) markets. These three major markets represent nearly three-fourths (74%) of California's population.

If riders use HSR to travel to or from Sacramento during False Phase 1 (2033-2040), they will be on an Authority bus one-way at least 2hours 40minutes: before 2033 the one-way bus ride is 4hours. For example, to reach their District Offices, San Joaquin Valley legislators will spend about 50% *more* Total Travel Time than traveling by Auto; SF Bay Area legislators will spend *more than twice* an Auto's Total Travel Time. For districts inside the LA Metro Area, not only is Air travel cheaper, but an HSR trip is *more than twice* Air travel's Total Travel Time. San Diego legislators will spend more for fares and *more than three times* the Total Travel Time using high-speed rail to reach their district than if they traveled by Air.

Ten years after Prop. 1A, CHSRA has spent over \$5Billion with no track laid. In the two years between 2016 and 2018, the opening of the San Jose-San Joaquin Valley link was postponed four more years with costs rising 43% (\$20.7Billion to \$29.5Billion). Seven years behind schedule, and facing a \$65Billion funding gap, the price tag for LA-to-SF's False Phase 1 is now to +\$77Billion, *far more than twice* the \$33Billion 2008's voters approved.

CHSRA's high costs of commuting by HSR between the San Joaquin Valley and Silicon Valley will not solve the imbalances of housing and jobs of the two Valleys. Nor will connecting HSR with the Altamont Corridor Express (ACE) at Merced; as residents there are unlikely to accept a 9hour daily commute by ACE train to/from San Jose – nor would Fresno residents accept a daily, round-trip commute of 10hours 20minutes by HSR (connecting in Merced) and an ACE train.

HSR proponents claim many benefits for the project. But the State Auditor's recently documented CHSRA's shoddy management, a repeat of former years, is likely to be repeated. If False Phase 1 is built, Californians will be burdened with servicing +\$100Billion of capital expense and HSR trains that will require an *unknowable-to-the-public operating subsidy forever* to serve very few riders. HSR will not solve metropolitan areas' auto congestion, while a nearly-empty train can never be a clean-energy efficient train. Nor will a Train-To-Nowhere, as a Democratic Congressman called it nearly a decade ago, burnish California's national and international image of technology leadership or fiscal rectitude.

Why then does California's Legislature and Governor still support a high-speed rail project ?

FOR MORE INFORMATION, VISIT

<https://sites.google.com/site/hsrcaliffr/home/2-1-major-reports---2018-plan/09-2018-if-you-build-it-they-will-not-come---the-sequel> OR CONTACT

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